

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,360 "	R. D. Thomas.
"HANKOW,"	3,073 "	G. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

"NANNING," 569 tons, Captain C. Ditcham.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchik, Kau-Kong, Sanshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

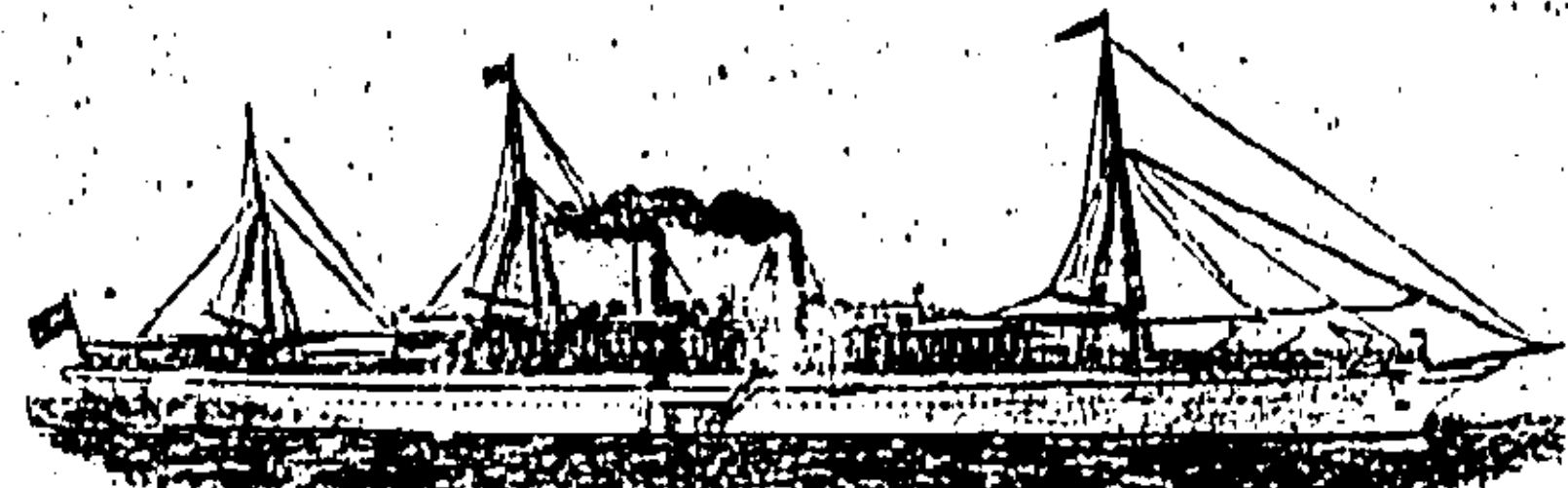
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule, Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA,"	6,000	WEDNESDAY, Jan. 10	Jan. 31
"ATHENIAN,"	2,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPEROR OF INDIA,"	6,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR,"	4,425	WEDNESDAY, Feb. 21	Mar. 17
"EMPEROR OF JAPAN,"	6,000	WEDNESDAY, Mar. 7	Mar. 28

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOI Y. YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....£14 St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate or
 Steamers, and 1st Class Rail.....£40.....£42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Rout-s, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 13th December, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10

HAMBURG-AMERIKA LINIE.

ORIENTALISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMERICA.....	HAVRE and HAMBURG.	16th Jan. } Freight.
Wienberg.....	(Calling at S'PORE, PENANG & COLOMBO).	
BRISGAVIA.....	HAVRE and HAMBURG.	24th Jan. } Freight.
Russ.....	(Calling at S'PORE, PENANG & COLOMBO).	
RHENANIA.....	HAVRE and HAMBURG.	7th Feb. } Freight and
Frick.....	(Calling at S'PORE, PENANG & COLOMBO).	Passengers.

FOR ODESSA (DIRECT).

(Calling at SINGAPORE and COLOMBO).

ARCADIA, Captain Schmidt, about 1st January, Freight.

RHAETIA, Captain Behrens, about 3rd January, Freight.

ANDALUSIA, Captain Filler, about 8th January, Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lit. Lighted throughout by Electricity.
 Daily qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

King's Buildings.

HOTEL CRAIGIEBURN.

PRINCE'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22d July, 1905.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 3rd January, 1906.
GNIESEN.....	WEDNESDAY, 17th January.
ROON.....	WEDNESDAY, 31st January.
PREUSSEN.....	WEDNESDAY, 14th February.
ZIETEN.....	WEDNESDAY, 28th February.
PRINZESS ALICE.....	WEDNESDAY, 14th March.
BAVERN.....	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 25th April.
SACHSEN.....	WEDNESDAY, 9th May.
PRINZ HEINRICH.....	WEDNESDAY, 23rd May.
ROON.....	WEDNESDAY, 6th June.
PREUSSEN.....	WEDNESDAY, 20th June.
ZIETEN.....	WEDNESDAY, 4th July.

ON WEDNESDAY, the 3rd day of January, 1906, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Capt. E. Malchow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till Noon, on MONDAY, the 1st January, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 2nd January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 2nd January. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT-SHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.

TONS.

SAILING DATES.

PRINZ WALDEMAR.....	3,227	TUESDAY, 9th January.
PRINZ SIGISMUND.....	3,392	TUESDAY, 6th February.
WILLEHAD.....	4,762	TUESDAY, 6th March.

ON TUESDAY, the 9th January, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR

STEAMER

ABOUT

YOKOHAMA & KOBE.....	PRINZ SIGISMUND.....	TUESDAY, 16th Jan.
SHANGHAI, TSINGTAU, NAGASAKI, KOBE & ROON.....		WEDNESDAY, 3rd Feb.
YOKOHAMA.....		
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	PREUSSEN.....	WEDNESDAY, 17th Jan.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 21st December, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorge, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 23rd December, 1905.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 22nd July, 1905.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY HAND

BRAND, DAIMLER'S PATENT MOTOR

LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM, &c.

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

MEE CHEUNG,

PHOTOGRAPHER,

Top Floor of ICE HOUSE, IN

Le-Hung Road.

[S now in a position, in his New and Com

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd July, 1905.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLAP

GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 16th September, 1905.

Entertainments.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. D. O. 4th and 5th Ed.

Liebers, Yokohama, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers	Leave	Connecting Steamers from	Due at
to	HONGKONG.	COLOMBO	MARSEILLES & LONDON.
COLOMBO.			2 days earlier, 1 day later.

Tons.	Noon, Saturday.	Tons.	Saturday.	Friday.
ARCADIA.....	7,000	Feb. 10	7,000	Mar. 10
DELHI.....	8,000	Feb. 24	10,000	Mar. 24
DONGOLA.....	8,000	Mar. 10	10,000	Mar. 30
DELTA.....	8,000	Mar. 24	10,000	Apr. 7
OCEANA.....	7,000	Apr. 7	10,500	Apr. 21

Tons.	April 21	Tons.	May 20	Saturday.
ARCADIA.....	7,000	Apr. 21	7,000	May 20
DEVANHA.....	8,000	May 5	10,000	June 3
DONGOLA.....	8,000	May 19	10,000	June 17

Passengers are change steamers at Colombo, and those for Brindisi transfer, also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG	DUK AT LONDON
		About	About
JAPAN.....	4,500	Feb. 14	Mar. 31
SUMATRA.....	4,500	Feb. 28	Apr. 14
NUBIA.....	6,000	Mar. 14	Apr. 28
JAVA.....	4,500	Mar. 28	May 12
FORMOSA.....	4,500	Apr. 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* "JAPAN," "CEYLON" and "FORMOSA" carry only First Saloon Passengers.

Intimations

Wm. POWELL, Ltd
28, Queen's Road,
HONGKONG.
Hongkong, 31st December, 1901.

or Terms, &c., apply to—
THE MANAGER.
 Macao, 16th October, 1905. **[1840]**

1AI KWONG CO. 56, Lyndhurst Terrace, Hongkong, and May, 1924.	(54)
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several questions had been asked and
tiously answered by Mr. Verschoyle the
g came to a close.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hong Kong, 18th July 1903.

Nos. 22 & 23, East Buildings
 Queen's Road Central
 Hong Kong, 24th July, 1993

TELEGRAMS.

[Russia.]

The Fighting in Moscow.

STREETS IN DARKNESS.

LONDON, 26th December.
The fighting in Moscow ceased at midnight on Sunday, when the streets were in darkness.

Two French warships have been ordered to be in readiness to proceed to Russia to protect French subjects.

REPORTED CASUALTIES.

Later.
Down to early on Monday morning, 5,000 people were killed and 14,000 wounded in the Moscow fighting.

Cannonading was proceeding on Monday night in several parts of the city.
The barricades are being desperately defended, and many harmless people have been killed.

The city is beginning to feel a lack of provisions.

REVOLUTIONISTS DETERMINED.

Later.
The latest news from Moscow indicates that the revolutionists are continuing the struggle with extraordinary determination, though they are disappointed at the regular troops remaining loyal.

Anglo-German Relations.

The movement in favour of Anglo-German friendship is extending in Germany.

A series of meetings have been arranged, with the approval of the Federal Government, including one of the Chamber of Commerce, and a banquet in Berlin, to which the British Ambassador has been invited.

[Universal Gazette.]

The Chino-Japanese Treaty.

Peking, 22nd December.

The gist of the Chino-Japanese Treaty, which was signed on the 22nd December and will be published two months from the date of signing, is as follows:—

Main articles are only two and the rest of the twelve articles are auxiliary.

The concessions given to Japan by China in addition to those already enumerated in the Chino-Russian and Russo-Japanese treaties are:—

1.—The railway between Antung and Mukden, which will be completed within two years, for the term of 15 years. When the term expires China will repurchase the railway. No tariff will be paid for the materials for the construction of the railway.

2.—The connection of all the South Manchurian railway lines.

3.—The timber cutting business along the Yalu will be a joint enterprise of Japanese and Chinese.

4.—In addition to Yinkow, Mukden and Antung six places in the province of Shengking, six places in the province of Kirin and four places in Hehling-kiang provinces will be opened for foreign trade.

Japanese Manchurian troops will be withdrawn after the Russian evacuation is carried out and the industry of the occupied place will be returned to China.

THE HONGKONG VOLUNTARY RESERVE ASSOCIATION.

SATURDAY'S SHOOT.

On Saturday last there was a large attendance of members to shoot for the last time this year over the 200 yard range. Mr. J. J. Stubbs won the "Pool" competition with a score of 64 to 70.

The principal scores are as follows:—J. J. Stubbs, 70; W. T. Hoskins, 70; J. H. Pidgeon, 68; T. K. Dealy, 68; J. C. Gow, 67; P. L. Miller, 66; W. G. Winterburn, 66; D. Tolan, 66; W. H. T. Davis, 65; E. J. Phillips, 65; J. Rankin, 65; Dr. Macfarlane, 65; T. P. Cochrane, 65; C. E. U. Heavis, 64; W. T. Edwards, 64; Capt. Barnes Lawrence, 64; A. Jenkins, 63; J. A. Lyon, 63; J. McInnes, 63; A. B. Rouse, 63; E. J. Grist, 62; Sir Francis Pigott, 61; J. S. Lewington, 61; A. J. Williams, 61; A. R. Lowe, 61; J. McCubbin, 59; A. Blowsy, 59; S. H. Michael, 59; C. H. Grace, 59; W. Goodfellow, 58; H. W. Fraser, 58; E. J. Moses, 57; Hon. Mr. G. Stewart, 57; W. G. Humphreys, 57; E. W. Terrey, 56; A. H. Tyack, 55; A. G. Newington, 54; A. Mackenzie, 53; Sir H. S. Berkeley, 53; L. A. M. Johnston, 51; A. S. Gubbay, 51; N. Jones, 50; and W. D. Braidwood, 50.

CARGO JUNK AFIRE.

AT WEST POINT.

At about 9.30 p.m. yesterday an alarm rang out announcing an outbreak of a fire. The Brigade, under Chief Inspector Baker, with Inspector Langley immediately turned out, and as the outbreak was on a vessel in the harbour the fire-fighting boat was promptly despatched, and it was afterwards discovered, that a junk was aflame at West Point. The ship had taken in a cargo of paddy, husks destined for Canton, and was to have left for that port at daylight this morning. On the arrival of the firemen it was found the fire had made such headway among the inflammable cargo, that it was deemed necessary, in order to save the junk, to waterlog and beach her. This was quickly done, and the fire was then got under. The cause of the outbreak could not be discovered, but it was believed to be the result of the careless handling of an unprotected lamp. The damage is estimated at \$2,500. It is understood, as far as could be ascertained, that neither the junk nor the cargo was insured.

THE TROUBLE AT SHANGHAI.

OPENING OF THE MIXED COURT.

The Mixed Court, after being closed for just a fortnight, was reopened on the morning of the 23rd inst. in the presence of a large naval guard, armed police and an eager throng of sightseers. At the approaches to the Court were to be seen detachments of bluejackets from the British, German, American, Japanese and Italian men-of-war, under the command of their respective officers. In the compound facing the Court room the various detachments were drawn up in line with fixed bayonets and armed policemen were posted on all sides. Each squad of prisoners was escorted from the various stations by a number of foreign and Sikh policemen with shouldered arms and fixed bayonets, the rear being brought up by a body of native police. As they passed along the streets they were watched by large numbers of curious natives who thronged the roads and footpaths and at some places it was almost impossible to pass. On reaching the Court the prisoners were at once taken inside and placed under a strong guard of police. Owing to the large number of cases to be dealt with both Court rooms were pressed into service there being two Magistrates and two Assessors. At 10 a.m. Mr. Kuan, Magistrate, and Dr. Merkleinghaus, German Assessor, entered the lower Court room and after bowing to the assembled inspectors they took their places on the bench and the sitting of the day commenced. At the same time Mr. King, Assistant Magistrate, and Mr. C. Schurmer, German Assessor, ascended the bench in the upstairs Court room and at once proceeded to deal with the numerous cases that were waiting to be heard. On the Bench with Mr. Schurmer was seated Mr. George Kennan the well known American traveller and writer, Deputy Captain Superintendent K. J. McEuen and Cadet officer Fenton watched the cases on behalf of the police and most of the inspectors with the exception of Inspector Gibson, who was engaged elsewhere, were present, each with a goodly number of cases, both petty and otherwise.

ROWDIES SENTENCED.

A number of cases that had been remanded by Mr. Twyman were brought forward that morning, but they were further remanded till Wednesday, the 27th inst. The Magistrates refusing to hear them that day. Several women who were found guilty were ordered to be left to the Court. A tough looking character who had been captured with a rifle which he had looted from the International Bicycle Company on Monday was found guilty and was sentenced to one year's imprisonment with hard labour. During the evidence it was stated that 25 guns and 15,000 rounds of ammunition, etc. valued at \$14,000 had been looted from the premises. Five natives who had been gathered in during the riot were found guilty and were sentenced to six months' imprisonment. Three other men who were charged with looting at the scene of the fire in Yunnan Rd on Monday night were sent to gaol for a rest, the leader getting awarded six months with hard labour and his two assistants receiving three months each. Seven men who were rounded up by the Magistrate and Assistant Magistrate in various parts of the settlement on the 19th inst. and charged with loitering for a supposed unlawful purpose and being armed with fighting irons, etc., were examined at some length at the conclusion of which four of them were sentenced to six months' imprisonment, one to four months and the remaining two were dismissed for lack of evidence. Four other men were also charged, with loitering on the 10th inst. and with being concerned together in the murder of a native whose body was found in a creek alongside the Ichang Road. The leader of these four was a well known desperado named Nan King and during the late trouble he was seen on various occasions in very suspicious company. After considerable evidence had been taken the case was finally remanded for further inquiries. A native damsel who was charged with assaulting some of her neighbours was fined \$10, while another lady with a fondness for pearls was charged with obtaining a quantity of them by means of false pretences and on being found guilty was sentenced to four months' imprisonment, to be undergone at the Mixed Court.

During the whole course of the sitting everything was most quiet and orderly (reports) an exchange from which we take the account of the proceedings) there not being the least attempt by anyone to create a disturbance. About 10.30 a.m. most of the bluejackets were withdrawn, leaving only a small detachment of British and Italian bluejackets to keep order. Numerous camera fiends were in evidence taking snap shots.

VICEROY'S PROCLAMATION.

A native Journal, dated Shanghai 23rd inst., announced that Viceroy Chou Fu has issued a proclamation to the following effect:—
In the matter of the Shanghai Mixed Court the Viceroy has received an Imperial order to investigate the circumstances and has interviewed officials and gentry of Shanghai and inquired minutely into the matter and subsequent troubles in Shanghai. From the Viceroy's own investigation it is now found that the closing of business was not caused by the merchants and natives, but by bad characters who forced the natives to close their business by threats. Tsootai Yuan with the local gentry engaged in stopping the troubles and the natives obeyed their order and trade is now going on as usual and the bad characters have left Shanghai already. The Viceroy came to Shanghai with the view of maintaining the peace of the place and it is important to protect the life and property of the various classes of natives and he has ordered the local military officials around Shanghai to check any bad characters coming into Shanghai and those who carry weapons and distribute circulars to incite the people will be arrested and severely punished by the local officials and after due trial they will be summarily decapitated and in arresting these people they should not be killed before hand. The arrest of Mr. Li and his imprisonment in a foreign ward caused irritation amongst the natives. To prevent such occurrences the Viceroy has ordered the Shanghai Tsootai to negotiate with foreign Consuls to avoid any future misunderstanding while maintaining national friendship. Therefore all the gentry, merchants and other natives shall bear these in mind and shall carry on their business peacefully and shall not believe in more riotous acts.

WU-HAI-WEI GOLD MINING CO., LTD.

SATISFACTORY PROGRESS.

An informal meeting of the shareholders of the above company was held at Shanghai, on 1st inst. Mr. E. S. Little presided.

The Chairman said that it was considerably past the hour for which the meeting was called and he would open the meeting. There were no formal resolutions to be presented; they had simply called the shareholders together to present them some report of their stewardship and of the work that had been done since this new Company had been established. And he thought that when they had gone fully into all the details of the work they would have reason to be satisfied with what had been done and with their present position and their future prospects. The whole of their time had been spent and all the money too—(Laughter)—in developing the property which was handed over to this Company as prospect; when they took it over it was in the way of prospect and a prospect only, but it had now developed from being a mere prospect to being a mine—(hear, hear)—and that he thought they would see for themselves when the late manager's report was read to them and when they had asked any questions they wished to put to Mr. Verschoye and when he had told them the condition of things. Just here he (the Chairman) would like to express the directors' and he was sure the shareholders' thanks and appreciation of Mr. Verschoye's services. (Hear, hear.) Mr. Verschoye had stepped into the breach when they were in the worst possible condition, taken hold of the mine in a most workman-like and scientific way and had stood by and pulled it through to a point where, he thought, they might count it as a success. He had brought to bear a wide knowledge of mining on practical lines and his scientific knowledge too had been brought to bear to develop the mine and to bring it into shape. Some shareholders had said: "If the mine is going to be a success how is it that Mr. Verschoye is going to leave when it has reached its most prosperous time?" The answer to that was perfectly simple. When Mr. Verschoye accepted the position of mine manager he said he didn't care for the humdrum work of mining, but, like a Doctor, he was interested in the case until he had brought out the mystery of it and then he was less interested in the work. That was how Mr. Verschoye approached this mine and how he felt over the matter now; he didn't care for the humdrum work of mining. There had been a mystery in their mine which mystery he had brought to light and he had proved that they had every reasonable chance of success. He was leaving the company with every good wish of the directors and he was sure of the whole company and with their thanks and gratitude for what he had done and with every possible good wish for his future. He was hoping that they would not lose their hold on him, but that they would be able to count on him for future services if they required them and have the advantage of his opinion in connection with the mine. (Hear, hear.) The supplementary work which he was asked to give them brought the work down as far as he had gone, down to the 200 feet level. His report at the meeting in the early spring on the 100 feet level contained only meagre results. The estimates he gave then in block "A" and "B" and their values had turned out even better than expected—his estimate was entirely conservative—(hear, hear)—and some ore had been found of better value than he expected. (Hear, hear.) He would now proceed to read the report and if anyone had any questions to ask he hoped they would stop him and ask them.

THE LATE MANAGER'S REPORT.

GOOD PROSPECTS FOR THE FUTURE.

Whilst I regret that development is not sufficiently far advanced to enable me to give exact figures about the quantity of ore standing over the 200 feet level, the reasons for my inability to do so may justly be considered anything but unsatisfactory.

I had hoped by sinking wings from the 100 feet and drifting on the 200 feet to open out certain blocks of ore. After the work was well advanced it was found that the sinking was going on the one vein and the drifting on another, the presence of which had not been suspected and which was not sufficiently far away from the other to make the error obvious at first. The net result is therefore that in place of having 3 or 4 blocks cut out and sampled on four sides we have twice the number of blocks cut out on only 2 or 3 sides and therefore insufficiently developed for exact estimation. I shall therefore have to make this report chronicle observed facts, geological and others, and leave it to my successor to give you figures later.

GEOLOGICAL.

Diagram 1 shows my conception of the system of veins as they appear to be at the 200 feet level. The country rock was originally granite but has a gneissic structure owing probably more to mechanical causes than to fowage. The system of veins marked a.s.a. are of pneumatolytic origin and therefore unlikely to carry gold and silver in payable quantities. They are very numerous and dip to the East, and are older than any of the others shown. The main dyke dips to the West and therefore cuts across the series a.s.a. Whilst cooling this dyke contracted and various fissures were formed along its walls and across it at various angles and these fissures subsequently formed channels along which ore bearing liquids could travel and were filled up with quartz and other minerals. There are very distinct evidences that a subsequent twisting movement fractured these smaller veins and opened out large cavities more particularly in the neighbourhood of No 3 shaft, a secondary silicification taking place of apparently very much more importance than the primary from a commercial point of view, in that it has been the cause of the formation of the large ore body here met with. That there was a secondary action is proved by the fact that blocks of the original quartz are often met with, in black colour and leading

being very noticeable amongst the white massive secondary quartz. That there were large cavities formed by some agency is proved by the beautiful crystallisation of the quartz and the large existing cavities met with. That the whole action has been very intense and therefore probably deep-seated is shown by the evidences of metasomatic replacement and the alteration of the country rock about No. 3 shaft, which indeed was my main reason for pushing development in this part of the mine. The principal deductions to be drawn from the facts observed are, that since the fissuring and the filling have been conducted on such a large scale, it is entirely improbable that they are of purely local origin. I think it is quite reasonable to expect that at and below the 300 feet level you will still have a large body of quartz. There are evidences that this secondary silicification will extend further to the north as the workings go down and this is likely to have a most important bearing on the values, which appear to be more regular where this action has taken place.

ORE TONNAGE AND VALUES.

For the reasons given above it is impossible to go into this question with the proper degree of exactitude. The following figures I think will prove to be a very conservative estimate.

Above 200 feet level.	
Dumps.....	3,000 Tons.
Broken in Stopes.....	700 "
No. 1 Vein.....	2,000 "
" 2 ".....	4,000 "
" 3 ".....	2,700 "
" 3 Shaft.....	7,300 "
Total.....	19,700

Every foot we go south from No. 3 shaft adds very largely to this reserve and at present we have absolutely no data as to the limits in that direction.

It is a very noticeable feature of our year's development that whilst we had only about 100 ft. of ore on the 100 feet level, we have already passed through 270 ft. of ore on the 200 feet level, and I can at present see no reason why a further improvement may not be expected on the 300 feet. The above reserve gives us ore for 9 months' milling, and as within 2 months we should be breaking ore on the 300 feet and within 8 months on the 400 feet, it looks like we should be able to keep the mill busy for some time to come. (Hear, hear.)

The Chairman said that the quantities of ore given us every day for the last week and in my interview with Mr. Cole, our new manager, he entirely confirms all Mr. Verschoye has written and says he himself is satisfied that we have a large quantity of ore that we shall be able to put through our mill. That is the subject of the quantities of our ore; we shall come to their values next.

VALUE.

The report proceeds:—
Since we have a considerable tonnage of both very low grade and high grade ore it is obvious that we can mix them to produce almost any grade required. As our reserve are not large every endeavour possible should be made to work as low a grade ore as possible, at least for the first year. The cost of mining and treating a ton of ore, if arrived at carefully, will give a basis for calculation. In my May report I gave the following figures and I can see no reason for altering them at present.

Mining (inc. development).....	\$1.00 (gold)
Sorting.....	0 "
Milling.....	0 "
Cyaniding (see below).....	20 "
General.....	50 "

\$2.73 (gold)

I admit that it will require close management to reach this figure, but at the same time I am confident that a lower figure can be reached and therefore I think \$2.73 can be taken as a basis for figuring.

Any ore worth over \$2.73 will pay to put through. In three months from now it will be easier to judge what can be done. The dump has been roughly sorted and careful sampling gives \$5.00 as value. If these values are going out on the waste dump this is too closely sorted and on the other hand if ore is coming in well on the 300 and 400 ft. might be politic to sort still closer, and send in \$6 or \$7 ore to the mill, and thus work out our present available reserves in 6 months. There is however absolutely no doubt in my mind as to what is our present policy. It is to cut down every cent of unnecessary expense and work the lowest grade ore that will yield a profit.

(Continued on page 3.)

COMMERCIAL.

SHARE LIST.

Following are the changes in Messrs. Benjamin, Kelly and Potts' share list to-day:—	
China Traders.....	5 85 b.
North-Chinas.....	11 92
H. C. & M. Steamboats.....	5 25
Luzons.....	25
Oriental Binning.....	G. 16 ex div.
Farnhams.....	Tls. 127 1/2
Kowloon Lands.....	5 41
Laou-kung-mows.....	Tls. 5 1/2

SHANGHAI SHARE MARKET.

Advices from Shanghai, bearing date 22nd inst., state:—Business reported:—Indo-Chinas at Tls. 65 cash. Shanghai Wharves at Tls. 210 for December, and Tls. 220 for March. Hongkong and Shanghai Banks at \$870 Ex. 71. Langkats at Tls. 130 for December, at Tls. 132 for March. Centrals "new" at \$71 cash. Business done direct:—Farnham Boyds at Tls. 130 for December, and Tls. 132 for March. Shanghai Wharves at Tls. 220 for March.

TO-DAY'S EXCHANGE.

London—Bank T.T.....	2 01
Do. demand.....	2 0 11 1/2
Do. 4 months' sight.....	2 1
France—Bank T.T.....	2 57
America—Bank T.T.....	49
Germany—Bank T.T.....	2 03
India T.T.....	15 1/2
Shanghai—Bank T.T.....	71 1/2
Singapore T.T.....	8 1/2
Japan—Bank T.T.....	50 1/2
Java—Bank T.T.....	12 1/2
4 months' sight L/O.....	2 11
6 months' sight L/O.....	2 11
30 days' sight San Francisco & New York.....	51
1 month's sight.....	51
30 days' sight Sydney and Melbourne.....	7 1/2
1 month's sight.....	2 03
6 months' sight.....	2 04
4 months' sight Germany.....	2 15
Bar Silver.....	30 3/10
Bank of England.....	2 1/2
Berlin.....	2 1/2

To-day's Advertisements.

FIRE INSURANCE ASSOCIATION OF HONGKONG.
NEW YEAR HOLIDAY.

IT is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 1st January, 1906.
By Order,
A. R. LOWE,
Secretary.

Hongkong, 28th December, 1905. [1294]

THE TRADE MARKS ORDINANCE, 1898.

NOTICE is hereby given that Messrs. BARRETTO & CO., of Victoria, Hongkong, Merchants, have, on the 12th day of December, 1905, applied for the Registration in the REGISTER OF TRADE MARKS of the following Trade Mark:—Three tripod sacrificial vessels with two golden dragons in relief on each vessel. Each vessel appears to contain a piece of silver known as Sycee in the centre surmounted by three golden coins, the Sycee having a sprig of coral on its left and a leaf on its right with flames emerging from each vessel; in the name of BARRETTO & CO., who claim to be the proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith in respect of the following goods: Cotton Yarn in Class 33. A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 28th day of December, 1905.
F. X. D'ALMADA E CASTRO,
Solicitor for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.

NOTICE is hereby given that Messrs. BARRETTO & CO., of Victoria, Hongkong, Merchants, have, on the 12th day of December, 1905, applied for the Registration in the REGISTER OF TRADE MARKS of the following Trade Mark:—The distinctive device of an Emew or the New Holland Cassowary; in the name of BARRETTO & CO., who claim to be the proprietors thereof.

The said Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods: Leather, Skins Unwrought and Wrought in Class 37. A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 28th day of December, 1905.
F. X. D'ALMADA E CASTRO,
Solicitor for the Applicants.

"GLEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"GLENMURRAY"
Captain R. Webster, will be despatched as above on or about TUESDAY, the 16th January.

For Freight or Passage, apply to
MCGREGOR, BROS. & GOW,
Agents.

Hongkong, 28th December, 1905. [1293]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship

"ZIBENGHLA,"

Captain F. W. Packham, will be despatched as above, on SUNDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 28th December, 1905. [1296]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd proximo will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd January, at 2.35 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 28th December, 1905. [1295]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Director of Public Works, to sell by

PUBLIC AUCTION,

ON

SATURDAY,

the 30th December, 1905, at 11 A.M., at the Praya Reclamation Office, near the Queen's Statue, SUNDRY OFFICE FURNITURE,

SURVEYING AND DRAWING INSTRUMENTS,

ALSO

A Quantity of NEW BOLTS AND NUTS,

AND

A Quantity of OLD IRON, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 28th December, 1905. [1292]

TURKEYS. APPLES.

PRIME AUSTRALIAN TURKEYS,

specially imported for

XMAS and NEW YEAR.

Price: 70 cents per lb. plucked.

CHOICE CANADIAN APPLES,

JUST ARRIVED,

30 cts. per lb.

THE HONGKONG FROZEN FOOD SUPPLY.

Hongkong, 28th December, 1905. [49]

Intimations.

Special Opportunity

AT THE

ROBINSON PIANO

CO., LD.

ONE GETS A POOR RETURN FROM

A PIANO IF IT IS A MERE ARTICLE

OF FURNITURE OR AN INDIF-

FERENT MUSICAL INSTRUMENT.

ATTACH AN

APOLLO

PIANOLA

AND ALL MUSIC IS AT YOUR

COMMAND.

A CONCERT OR DANCE PROGRAM-

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PYRRHUS"	1st January.
GLASGOW and LIVERPOOL	"SAINT BEDE"	2nd "
GLASGOW and LIVERPOOL	"PATROCLUS"	9th "
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"OOPACK"	23rd "
GLASGOW and LIVERPOOL	"NINGCHOW"	30th "
GLASGOW and LIVERPOOL	"ACHILLES"	6th February.
GLASGOW and LIVERPOOL	"PELUS"	13th "
GLASGOW and LIVERPOOL	"ALCINOUS"	20th "

S.S. "Pyrrhus" left Singapore on the 26th inst., and is due here on the 1st January.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"TYDEUS"	1st January.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th "
AMSTERDAM, LONDON & ANTWERP	"PAK LING"	23rd "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	6th February.
AMSTERDAM, LONDON & ANTWERP	"PATROCLUS"	13th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	20th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	24th January.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	28th December.
	"PINGSUEY"	25th January.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th December, 1905.

CHINA NAVIGATION CO., LIMITED.

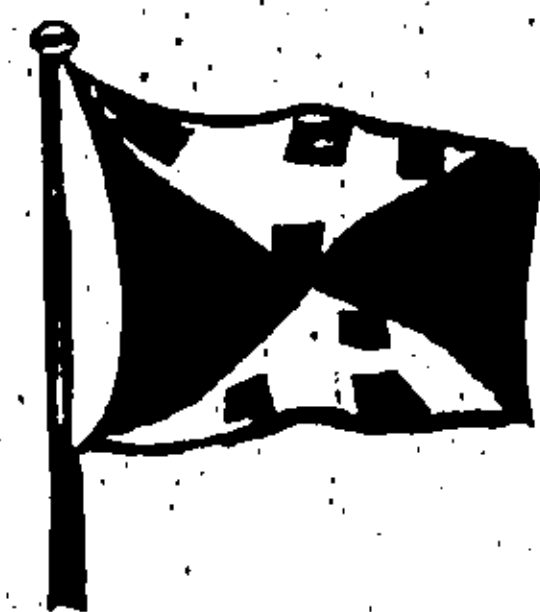
FOR	STEAMERS	TO SAIL
SHANGHAI	"TIENSIN"	29th December.
CEBU and ILOILO	"SUNGKIANG"	30th "
SHANGHAI	"YUNNAN"	31st "
KOBE and NAGASAKI	"CHIHLI"	2nd January.
MANILA	"TEAN"	2nd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"CHINGTU"	16th "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th December, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 30th Dec., at Noon.
LUPI	1540	R. Almond	"	SATURDAY, 6th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd December, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	For	About
-----------	-----	-------

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd December, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.
KOWLOON.
Cable Address—"Chel."W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI"

Captain: T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; and Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 30 cents; Stowage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 9th October, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW".....1,309...	T. R. MEAD.
"KWONG TUNG".....1,238...	H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey...\$4
Meals.....\$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 23rd August, 1905.

[17]

NORTHERN-PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,
via

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Lyra	4,417	G. V. Williams	29th Dec.
Shawmut	9,006	E. V. Roberts	23rd Jan.
Hyades	3,753	Geo. Wright	—
Tremont	9,006	T. W. Garlick	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED

General Agents.

Queen's Buildings,
Hongkong, 27th December, 1905.

[8]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
-----------	-------

"ATHOLL".....9th January.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 19th December, 1905.

[17]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"WINGSANG"	FRIDAY, 29th Dec., Daylight.
MANILA	"LOONGSANG"	FRIDAY, 29th Dec., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"ONSANG"	SATURDAY, 30th Dec., 3 P.M.
S'GAPORE, PENANG & CALCUTTA	"NAMSANG"	SATURDAY, 6th Jan., 3 P.M.

* Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 27th December, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGAT ON COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagemann	December 30th, at Noon.
"NUMANTIA"	4,370	Feldmann	January 7th, 1906.
"ARABIA"	4,483	Metzenbin	January 31st, "
"ARAGONIA"	5,193	Ernst	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

[12]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"COULSDON"

Captain Henry, will be despatched for the
above Ports, on or about TUESDAY, the 2nd
January, 1906.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 8th December, 1905.

[1217]

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR

MARSEILLES, HAVRE, ANTWERP
(DIRECT).Taking Cargo to LONDON with prompt trans-
shipment at Marseilles.Calling at MANILA, SINGAPORE, PENANG and
COLOMBO.

THE Company's Steamship

"KOUANG-SI"

Captain Barillon, will be despatched as above,
on or about the 6th February, 1906.This Steamer has Accommodation for Pas-
sengers and carries a duly qualified Doctor.For information as to Passage and Freight,
apply toG. DE CHAMPEAUX,
Agent.Queen's Building,
Hongkong, 26th December, 1905.

[1216]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANYSTEAM FOR AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

T H E Steamship

"CHUSAN"

Captain H. W. Kenrick, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 30th
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo; in the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia,
due in London on the 10th February, 1906.Parcels will be received at this office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th December, 1905.

[13]

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
DJIBOUTI, EGYPT, MAR-
SEILLES, LONDON,HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for
MARSEILLES on TUESDAY, the 9th
January, at 1 P.M.This Steamer connects at Colombo with the
Australian line s.s. *Nyera* bound for Marseilles
via Bombay and Aden.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. POLYNESIESE.....23rd January.

S.S. CALEDONNIEN.....6th February.

S.S. SALAZIE.....20th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th December, 1905.

[12]

Intimations.

NOW IS THE TIME TO DO YOUR
SHOPPING.

NOW ON SHOW

A LARGE variety of Tom Smith's CRAC-
KERS, Cadbury's CROCOLATE, in
Fancy Boxes, suitable for presentation.A select assortment of English and French
SWEETS, from the well-known makers of
London and Paris.

ALSO

Raphael and Tuck's XMAS and NEW
YEAR CARDS of the prettiest design.

10 % Discount.

H. RUTTONJEE,
No. 5, D'Aguiar Street, Hongkong,
and
37 and 39, Elgin Road, Kowloon.

Hongkong, 21st December, 1905.

[158]

WILT SHIRE
HARRIS'S
BACON & HAMSAs Supplied to
His Majesty
The KING

Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CALNEWILT'S England.

REPRESENTATIVES FOR HONGKONG & CHINA.

HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905.

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NOTICE

THE Public are hereby informed that no
change has been made in the Rules of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 CTS.) per Single Copy.THE MANAGER
Hongkong Telegraph Co., Ltd.
Hongkong, 27th December, 1905.

Consignees.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"JAPAN"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo, by the above-named
vessel are hereby informed that their Goods are
being landed and placed at 4.15 P.M. in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.Goods not cleared by the 1st proximo, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee and
the Company's representative at an ap-
pointed hour.All Claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 26th December, 1905.

[13]

S.S. "POLYNESIESE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES

CONSIGNEES of Cargo from London ex s.s.
Malapan and *Medoc*, from Havre ex s.s.
Medoc, and from Bordeaux ex s.s. *Ville d'Arras*,
in connection with above Steamer, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their wharf (late the
hazardous and/or extra hazardous Godown of
the Hongkong and Kowloon Wharf and Go-
down Co., Limited, at Kowloon, whence deliv-
ery may be obtained immediately after landing.Optional Cargo will be forwarded, on unless
intimation is received from the Consignee
before Noon, TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
TUESDAY, the 2nd January, 1906, at Noon,
will be subject to rent and landing charges.All claims must be sent in to me on or before
the 2nd January, 1906, or they will not

Intimations

Intimations

Intimations.

公司) being the equivalent of the name of the said Company; in the name of THE ORESCENT MILLS COMPANY, LIMITED, who claim to be the proprietors thereof.

The Trade Marks Nos. 1, 2, 3, 4 and 5 have been used by the applicants since the month of January, 1893.

The Trade Mark No. 6 has been used by the applicants since the month of September, 1900.

The Trade Mark No. 7 has been used by the applicants since the month of September, 1901.

The Trade Mark No. 8 has been used by the applicants since the month of December, 1901.

All the above mentioned Trade Marks have been used by the applicants in respect of the following goods:—

COTTON YARN IN CLAS 33.

Facsimiles of the Trade Marks can be seen at the office of the Colonial Secretary of Hong Kong and also at the office of the undersigned.

Dated the 27th day of October, 1905.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des-Vieux Road Central
Hongkong.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that THE MAHOMEDBHOY MILLS COMPANY

ombay, China and elsewhere as Manufacturers of Cotton Yarn, have on the 27th day of September, 1905, applied for the Registration of a Trade Mark in the Register of Trade Marks in Hongkong, in the Register of Trade Marks of the following Trade Marks:—

1. The representation or illustration of five original boys. One of the boys is depicted seated in a swing, sliding with each hand the ropes of the swing which is suspended from a branch of a tree and the boy is swinging himself. One boy is depicted pushing the swing from the back and the other from the front. Two boys are standing at the back of the picture looking on at the play of the others. At the top of the label and inside the surrounding border are written "The Mahomedboy Mills" above the illustration and below the border are written the Chinese Characters (經城圖) meaning in English "Picture Swinging." On the margin of the label and inside the surrounding border on the right side thereof are written the Chinese Characters (此馬也根) meaning (The Mark) being the equivalent in the Chinese language of the Mahomedboy Mills, the owners and proprietors of the Trade Mark.

2. The said Trade Mark is known amongst the Chinese as the Tsin Chau Mark (經城圖).

The words "Tsin Chau" both in English and Chinese are claimed as an essential particular of the Trade Mark in combination and in conjunction with the above described representation or illustration.

188 representation or illustration of three Chinese Mandarins, one of whom is depicted with his left foot resting on a stool and with his right hand pointed upwards. He is wearing a peacock feather which projects from his mandarin hat. The central figure is depicted with a long beard and with his hands folded across his waist. The figure on the left is depicted with his arms akimbo and is dressed in military uniform or armour. At the top of the label and inside the surrounding border are written "THE MAHOMEDBHAY MILLS", the owners and proprietors of the Trade Mark. Above the illustration and below the border are written the Chinese Characters (黃偉標) meaning in English "Yellow Stork, Tower".

The said Trade Mark is known amongst the Chinese as the "Wong Hok Lau Mark" (黃偉標).

The words "Wong Hok Lau" both in English and Chinese are claimed as an essential particular of the Trade Mark in combination and in conjunction with the above described representation or illustration;

the name of THE MAHOMEDBHAY MILLS COMPANY, LIMITED, who claim it as the proprietors thereof.

The above mentioned two Trade Marks have been used by the Applicants since the month of October, 1899, in respect of the following goods:-

COTTON YARN IN CLASS 23.

Facsimiles of the Trade Marks can be seen

ongkong and also at the office of the under-
gined.
Dated the 27th day of October, 1905.
JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des-Vieux Street Central,
Hongkong.

[1905]

BOO CHEONG.

TATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Eclams Duplicator.
ongkong, 23rd February, 1906. [54]

AN APPEAL.

**THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD,** begs most
respectfully to **APPEAL** to the Residents of
Hongkong and the Coast, Ports, for their kind
stronage and support, and desires to state that
she will be pleased to receive orders for all kinds of
NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs
and Collars, renewed on all occasions.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
materials can be supplied, if required.
The Superioress will also be most grateful
for any **PAPER** or old **ENVELOPES** to be made
into **Books** for the **Children of the Poor Schools**,
and to be **sent** by the **Sisters**.

Intimations

F-R-O-M

SPECIAL NOTE.
Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.
Orders for NOON should be sent in by 8.0 A.M. the same day.
Orders for 3.30 P.M. should be sent in by NOON the same day.
Hongkong, 21st December, 1905. 1088

MARRONS GLACES
FONDANTS, FOURRES
PRALINES
DRAGEES
PATES PECTORALES
NOUGAT
PAPILOTTES
CRYSTALLISED FRUITS
FRENCH CHOCOLATE
CADDURY'S
LOWNEY'S
PETER'S

ASSORTMENT FRENCH BISCUITS, CHAMPAGNE, PORT WINE, SHERRY,
LIQUERS, BRANDY, WHISKY, &c., &c., from the most renowned
Houses in France and other foreign countries.
Hongkong, 11th December, 1905.

ESTABLISHED 1815.

BRANDY	Per Case.
"	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	10.00

HONGKONG AGENTS.

Hongkong, 15th November, 1935.

ESTABLISHED 1859.

DEPOT

FOR.

EASTMAN'S

KODAKS. FILMS.

AND

Telephone 256:

ACCESSORIES

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**
 Hongkong, 16th May, 1909.

amongst Chinese, as the "Tin Chen Mark."

The words "Tin Chea" (錫茶) both in English and Chinese are claimed as an essential particular of the Trade Mark in

—The representation or illustration of an old Chinese teacher sitting on the ground. A child is depicted on his right side and a Chinese woman is depicted standing in front of them with one of her hands pointing at the child. At the top of the picture but below the surrounding border are written the Chinese characters (圖子教) meaning in English "Teaching the son." At the top of the label and inside the surrounding border are written the words

the "Shau Fa" (山花) both in English and Chinese are claimed as an essential particular of the said Trade Mark in combination and in conjunction with the above described untranslatable:

label are written the Chinese characters (此加廉批美士有限公司) being the equivalent in the Chinese language of "The Currimbhoy Mills Company,"

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